aircraft movement of ADG V and smaller. Between Concourses H and K, the apron alley can accommodate single ADG V movements or dual ADG IV aircraft movement. Taxilanes between Concourses B, C, and the north side of Concourse E allow for dual ADG IV aircraft movement.

The International Terminal (Terminal 5) apron is able to accommodate aircraft up to ADG V. Aircraft on Gates M1, M2, M3, and M3A are to be pushed directly onto Taxiway B and all equipment and ground personnel must remain with the aircraft until the aircraft engines are started. All other gates use the International Terminal apron taxilane adjacent to the building.

The Southwest Cargo Ramp serves the cargo facilities located near the ends of Runways 9R and 32L. It contains a taxiway to serve these facilities and two entrance/exit taxiways to access Taxiway K. This apron is considered a non-movement area by the tower and requires special operating procedures.

The Northeast Cargo Apron (former military ramp) is currently used for cargo aircraft. The southeast section of this ramp contains the General Aviation apron. Another cargo ramp exists east of the International Terminal.

Each aircraft hangar in the Northwest Maintenance Area has apron area for aircraft staging, storage, and maintenance facilities. Each hangar apron has access to Taxiway Y, as shown in Exhibit II-24.

The Airport has eleven hold pads at various locations throughout the airfield, as depicted in Exhibit II-24. All but three of the hold pads are marked with hold lines for meeting FAA guidelines for safety areas. Runway Hold Pads 9L and 4R and the Runway 4L Hold Pad (the Penalty Box) are clear of grandfathered object free areas (OFA) that extend 153 feet from adjacent taxiway centerlines.

The Runway 32R-A and B Hold Pads are not able to accommodate heavy aircraft (i.e., B-767 and larger). During landings on Runway 32R (infrequent) the 32R-B Hold Pad is restricted from use. The Runway 9R Hold Pad can accommodate multiple B-747-400s. This pad is used for de-icing when necessary. The Runway 27L Hold Pad is also used for de-icing operations and can accommodate multiple aircraft up to and including B-747-400. All other hold pads do not have specified aircraft capacities or restrictions. The Runway 9L Hold Pad cannot hold aircraft larger than a Beech 1900.

The Penalty Box is located adjacent to the terminal perimeter Taxiway B, east of Concourse C. Arriving aircraft typically use this position to wait for gate clearing. The pad is able to accommodate ADG IV and smaller aircraft (i.e., no heavy jets with the exception of DC-10 and B-767). No aircraft may occupy the Penalty Box during landings on Runway 4L.

The Scenic Hold Pad is a large pad area southeast of the Northwest Maintenance Area. The pad contains a ground run-up enclosure and is able to accommodate multiple aircraft up to and including B-747-400. Access to all hold pads is controlled by the ATCT.

2.4.4 NAVAIDS, Airfield Lighting, and Instrumentation

The runways at the Airport have a variety of NAVAID, lighting, and instrumentation. **Table II-2** provides a summary of the runway instrumentation and lighting.

Table II-2

Runway Instrumentation and Lighting Systems

	Runway													
	4L	22R	4R	22L	9L	27R	9R	27L	14L	32R	14R	32L	18	36
Instrumentation														
Precision – ILS		CAT I	CAT I	CAT I	CAT I	CAT I	CAT I	CAT I	CAT II/III	CAT I	CAT II/III	CAT I		
Non-precision	LOC	VOR				NDB	NDB		NDB		NDB		Visual	Visual
RNAV (GPS)	•	•	•	•	•	•	•	•	•	•	•	•		
Approach Minimums (RVRx100 ft)	50	24	24	24	24	18	18	18	6	18	6	18	N/A	N/A
Decision Height (feet)	401	200	200	200	200	200	200	200		200		200	N/A	N/A
Approach Aides														
Glide Slope (GS)		•	•	•	•	•	•	•	•	•	•	•		
Localizer	•	•	•	•	•	•	•	•	•	•	•	•		
Inner Marker									•		•			
Middle Marker		•	•		•	•	•	•	•	•	•	•		
Outer Marker	•	•	•	•	•	•	•	•	•	•	•	•		
Runway Visual Range (RVR)	•	•	•	•	•	•	•	•	•	•	•	•		
Approach Lighting System														
High Intensity Approach Lighting System with Sequenced Flashing Lights, CAT II (ALSF II)									•		•			
Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)		•	•	•	•	•	•			•		•		
Runway Lighting														
High Intensity Runway Edge Lights (HIRL)	•	•	•	•	•	•	•	•	•	•	•	•		
Medium Intensity Runway Lights (MIRL)													•	•
Touchdown Zone Lights (TDZL)		•	•	•	•	•	•	•	•	•	•	•		
Standard Centerline Lights	•	•	•	•	•	•	•	•	•	•	•	•		

CAT I: Instrument Landing System Category I; CAT II/III: Instrument Landing System Category II/III; NDB: Nondirectional Beacon; VOR: Very High Frequency (VHF) Omni-Directional Range

Source: Jeppesen Airway Chart, May 23, 2003.
Prepared by: Ricondo & Associates, Inc.

All of the runways at the Airport are capable of performing Instrument Landing System (ILS) CAT I approaches, except for Runways 4L, 18, and 36. Runway 4L has a localizer-only approach, while both ends of Runway 18-36 have only visual approaches. Runways 14L and 14R have ILS CAT II/III approaches for visibility levels as low as 600 feet RVR.

Runways with ILS CAT I approaches have Medium Intensity Approach Lighting Systems with Runway Alignment Indicator Lights (MALSR) approach lighting systems. Runways 14L and 14R have Approach Lighting System with Sequenced Flashers (ALSF-2).

Runways 9R, 27R, 14L, and 14R are also equipped for Nondirectional Beacon (NDB) non-precision approaches. This approach only provides directional guidance. Runway 22R is equipped for non-precision approaches utilizing VOR equipment.

The approach obstacle clearance surfaces meet the FAA minimum requirements as defined in Part 77 of Title 14 of the Code of Federal Regulations (CFR) for the approaches listed in Table II-2. Runway 18 and 36 have a 20:1 sloped surface, as required for visual runways. Runway 4L, having a non-precision approach, requires a 34:1 sloped surface. All other runways are precision approach runways and have 50:1 sloped surfaces.

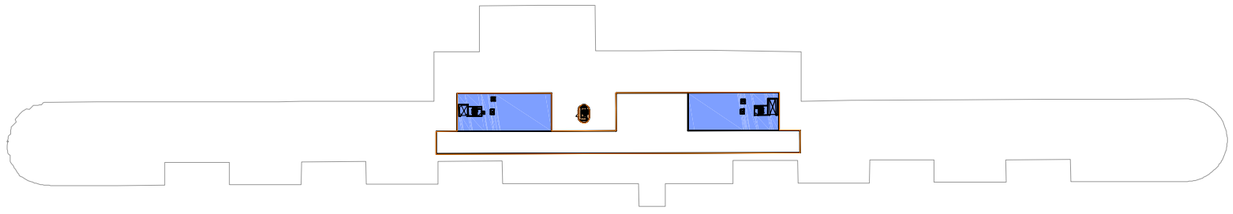
The Airport has three terminal navigational aids: Airport Surveillance Radar – Model 9 (ASR-9), VORTAC, and Airport Surface Detection Equipment (ASDE). The Airport also has several weather aids including Terminal Doppler Weather Radar and a Low Level Windshear Alert System (LLWAS). All of the runways are equipped with RVR monitors. Each NAVAID on the Airport has site and clear area restrictions for operations. These are depicted on the December 2002 Draft Future ALP.

2.5 Terminal Facilities

Exhibits II-26 through **II-42** depict the existing terminal facility areas as categorized in **Table II-3.** The categories into which terminal space has been assigned are consistent with the definitions and assignment of space as described in the *Amended and Restated Airport Use Agreement and Terminal Facilities Lease* dated January 1, 1985, and the *International Terminal Use Agreement and Facilities Lease* dated January 1990. Continual terminal construction upgrades and modifications will contribute to creating discrepancies between the areas presented in this document and the actual allocation of space at any point in time.

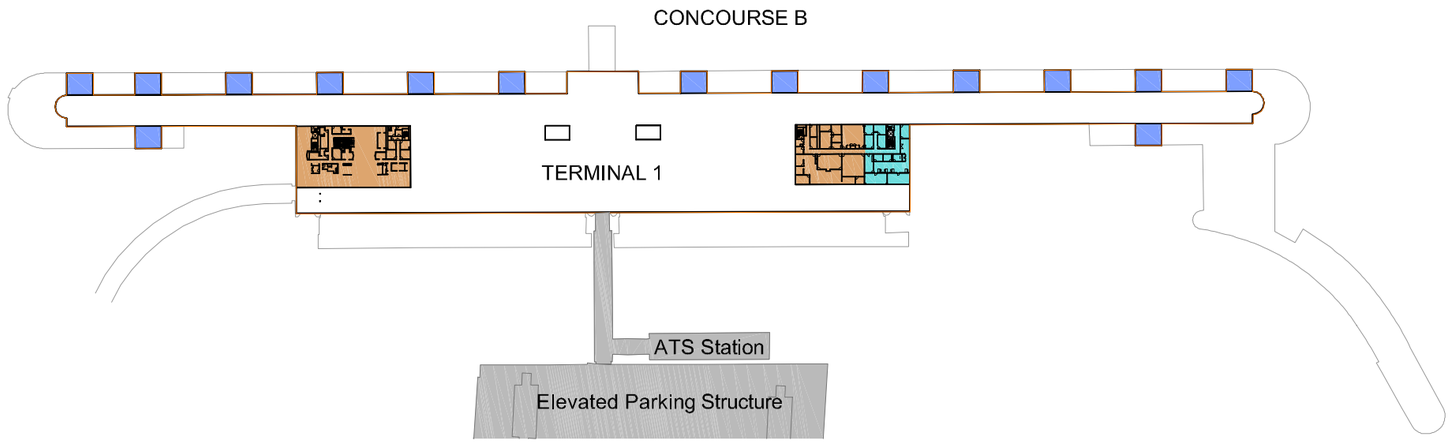
There are currently four passenger terminals (Terminals 1, 2, 3, and 5) serving all commercial departing and arriving flights at O'Hare. The terminal facilities provide a total of 189 gates within a total enclosed area of approximately 4.7 million square feet. Each of the passenger terminals is a multi-level unit terminal with vertically separated departure and arrival levels served by independent roadways and curbfronts.

Terminals 1 through 3 constitute the Terminal Core Area and primarily serve domestic traffic and international departures for the two O'Hare hub carriers and their airline alliance partners. Each of the concourses connected to these three terminals are dual-level facilities with partial basements. The upper level consists of above-grade passenger concourses allowing direct passenger access to and from the terminal, and the lower level provides ground-level ramp operation facilities for the airlines. Concourses F and G have apron-level holdrooms to serve airline commuter operations. Once passengers have passed through the security screening checkpoints for Terminals 1 through 3,



LEGEND

- Exclusive Use
- Department of Aviation
- Common Use
- FAA / U.S. Government
- Concession
- Vacant
- Utilities
- Trades
- Public
- Miscellaneous
- Requires Lease Designation



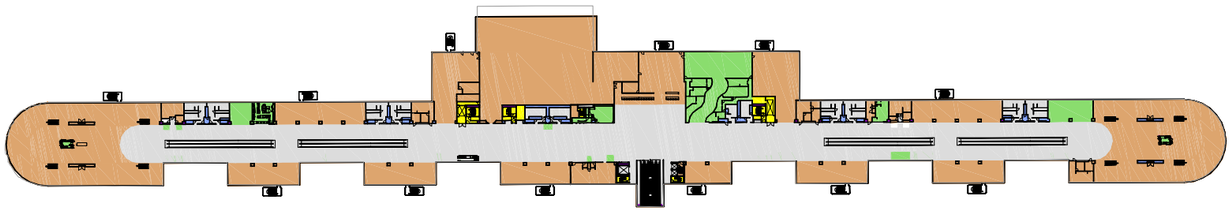
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-26

0 200 ft.

north

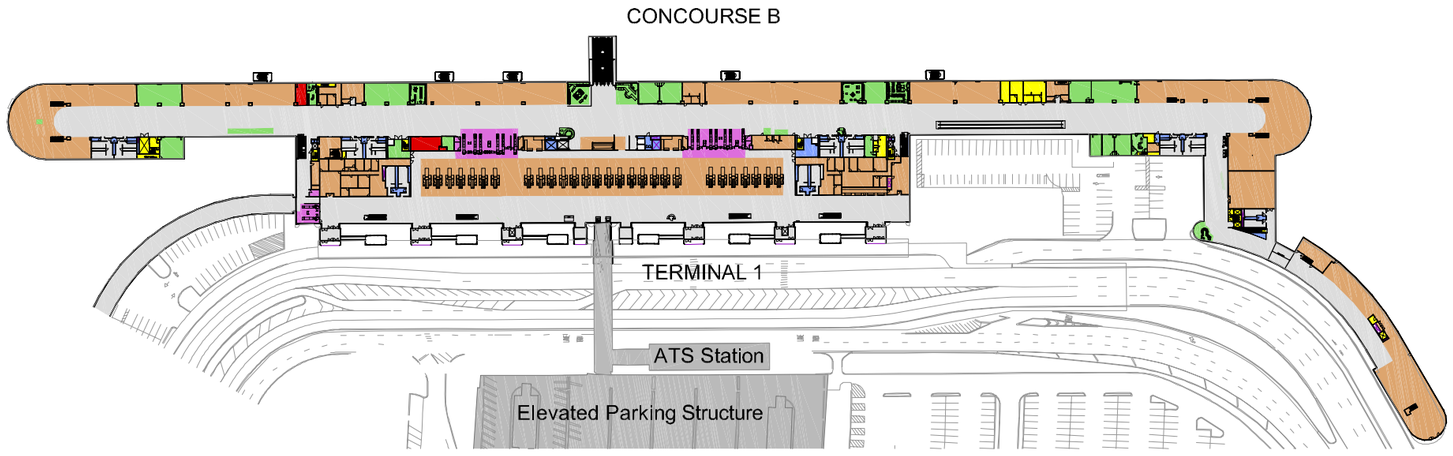
Terminal 1, Concourses B & C
Mezzanine Level



CONCOURSE C

LEGEND

- Exclusive Use
- Department of Aviation
- Common Use
- FAA / U.S. Government
- Concession
- Vacant
- Utilities
- Trades
- Public
- Miscellaneous
- Requires Lease Designation



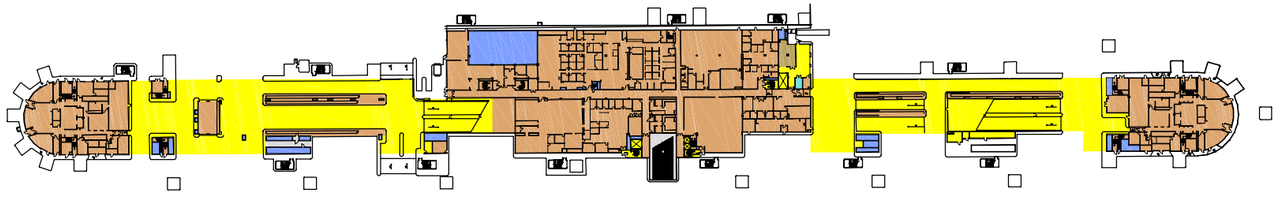
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-27

0 200 ft.

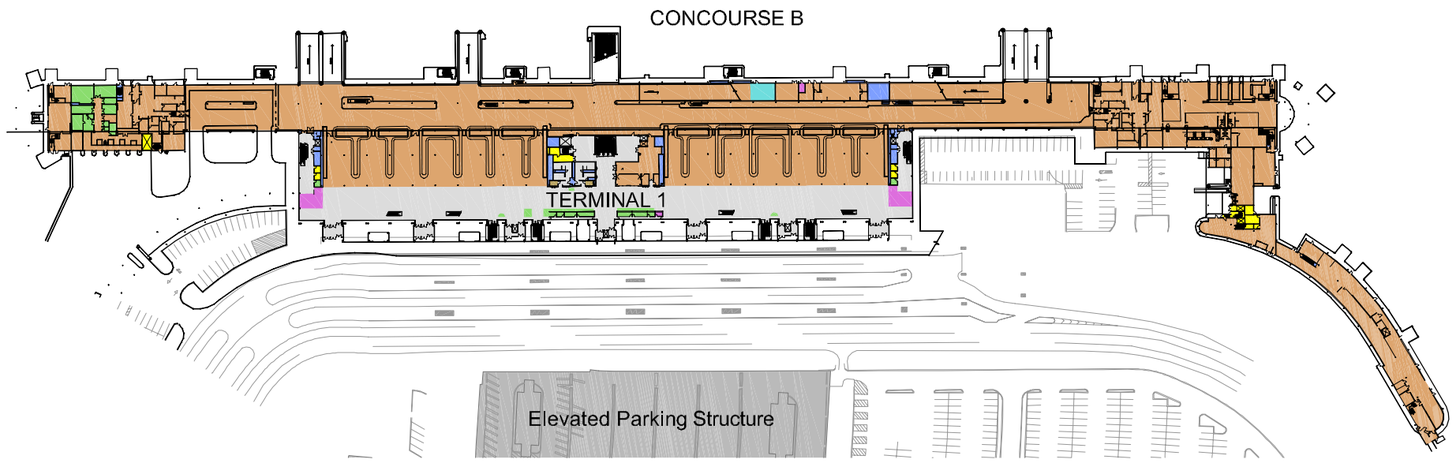
north

Terminal 1, Concourses B & C
Upper Level



LEGEND

- Exclusive Use
- Department of Aviation
- Common Use
- FAA / U.S. Government
- Concession
- Vacant
- Utilities
- Trades
- Public
- Miscellaneous
- Requires Lease Designation



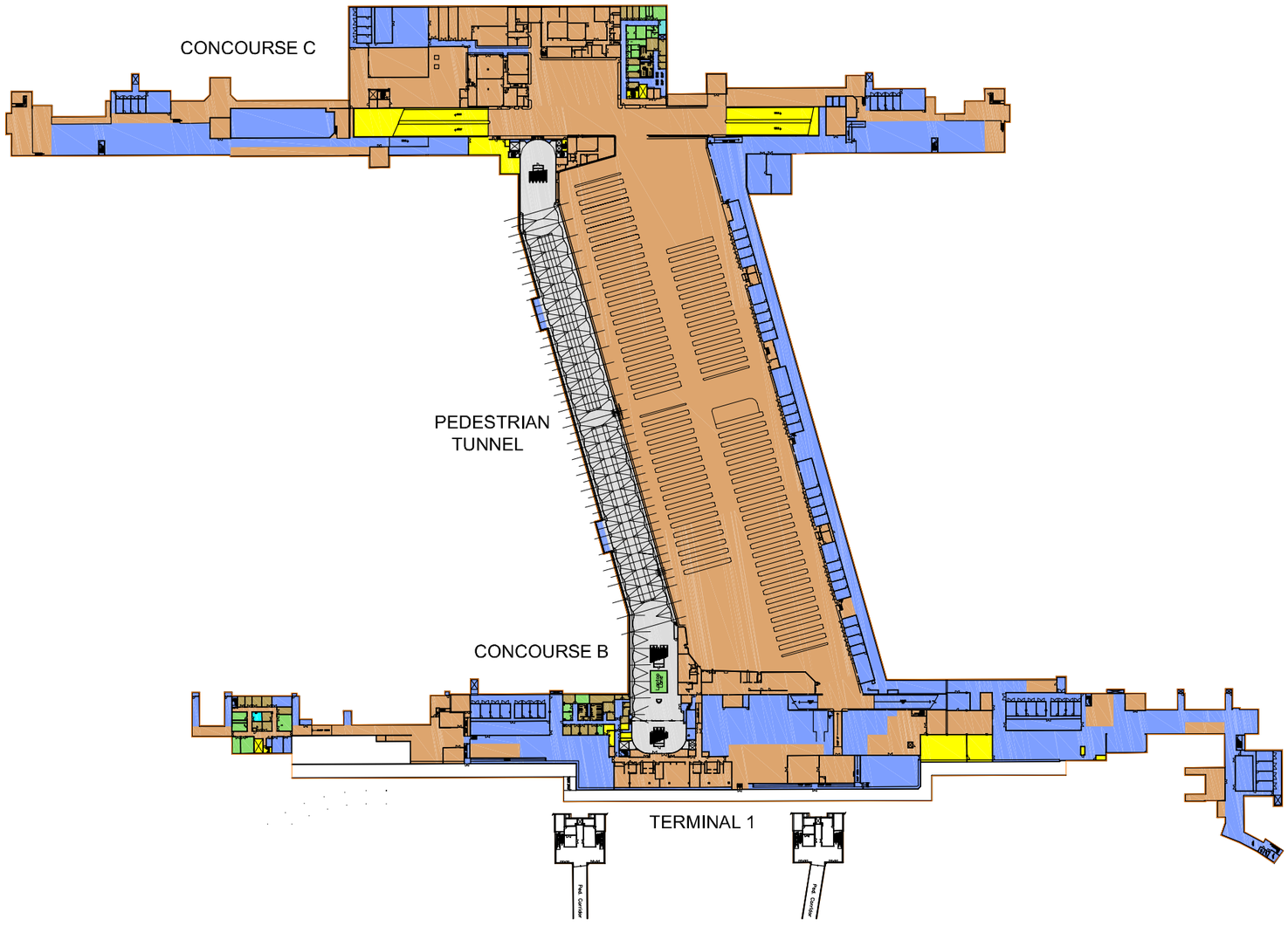
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-28

0 200 ft.

north

Terminal 1, Concourses B & C
Apron Level



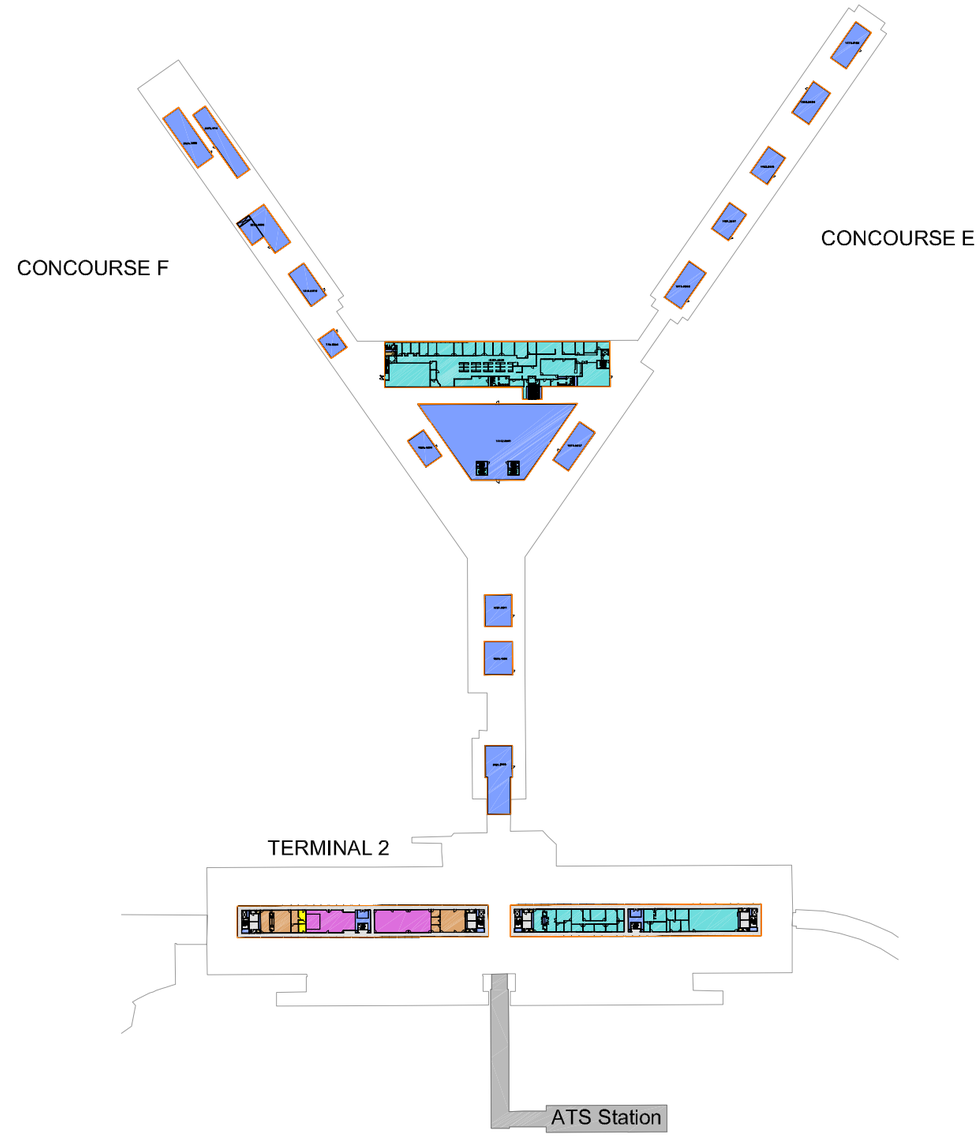
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-29

0 200 ft.

north

Terminal 1, Concourses B & C, and Pedestrian Tunnel
Basement Level



LEGEND

- Exclusive Use
- Department of Aviation
- Common Use
- FAA / U.S. Government
- Concession
- Vacant
- Utilities
- Trades
- Public
- Miscellaneous
- Requires Lease Designation

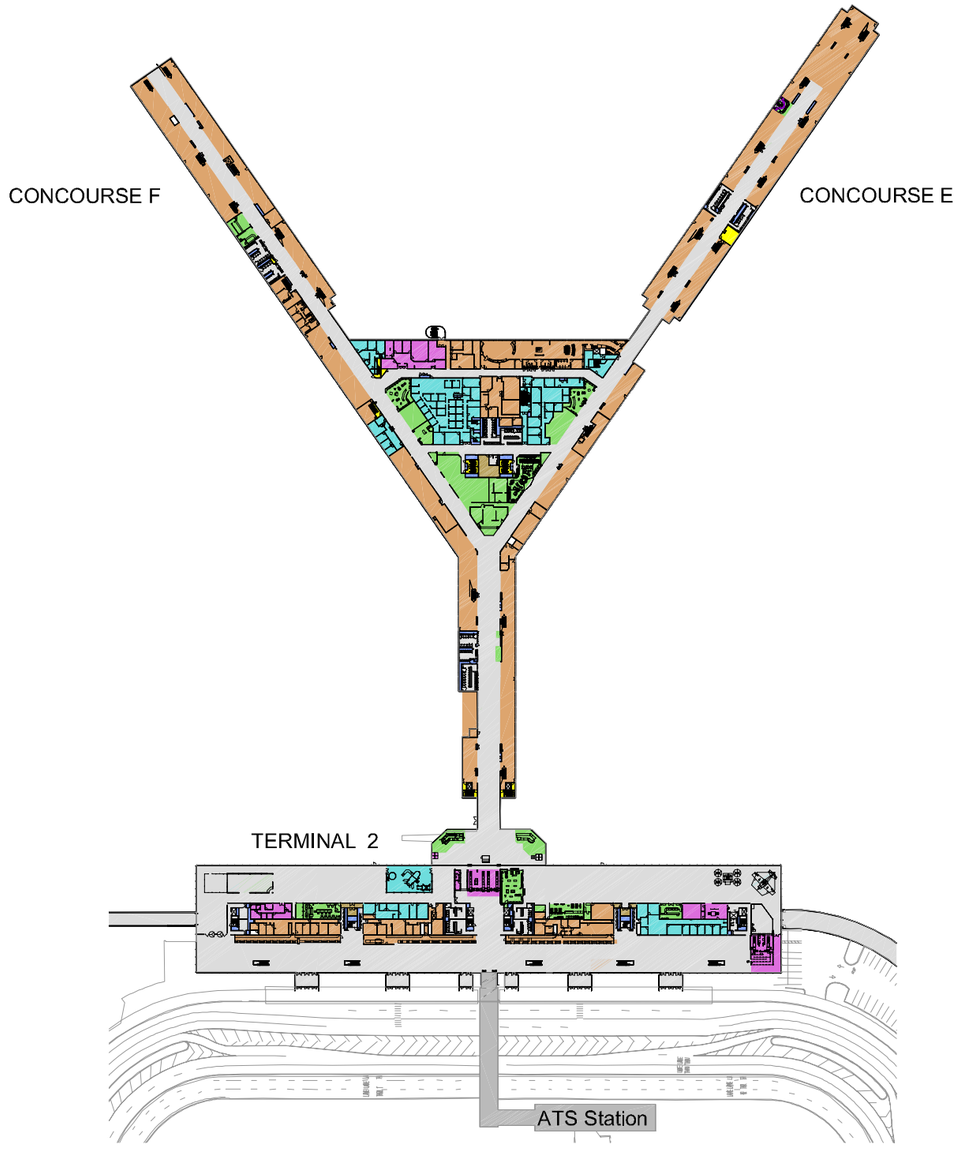
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-30

0 200 ft.

north

Terminal 2, Concourses E & F
Mezzanine Level



LEGEND

- Exclusive Use
- Department of Aviation
- Common Use
- FAA / U.S. Government
- Concession
- Vacant
- Utilities
- Trades
- Public
- Miscellaneous
- Requires Lease Designation

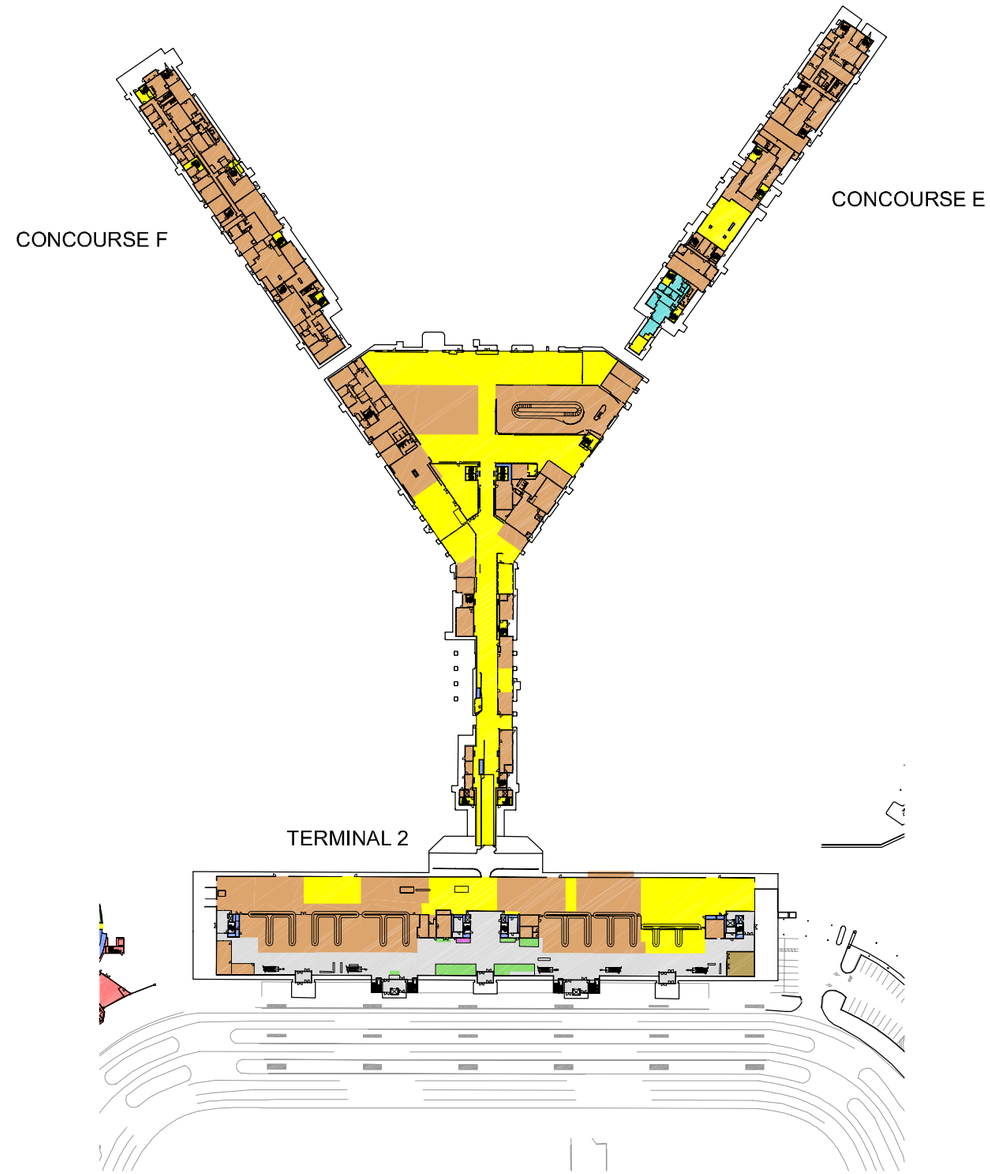
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-31

0 200 ft.

north

Terminal 2, Concourses E & F
Upper Level



LEGEND

- Exclusive Use
- Department of Aviation
- Common Use
- FAA / U.S. Government
- Concession
- Vacant
- Utilities
- Trades
- Public
- Miscellaneous
- Requires Lease Designation

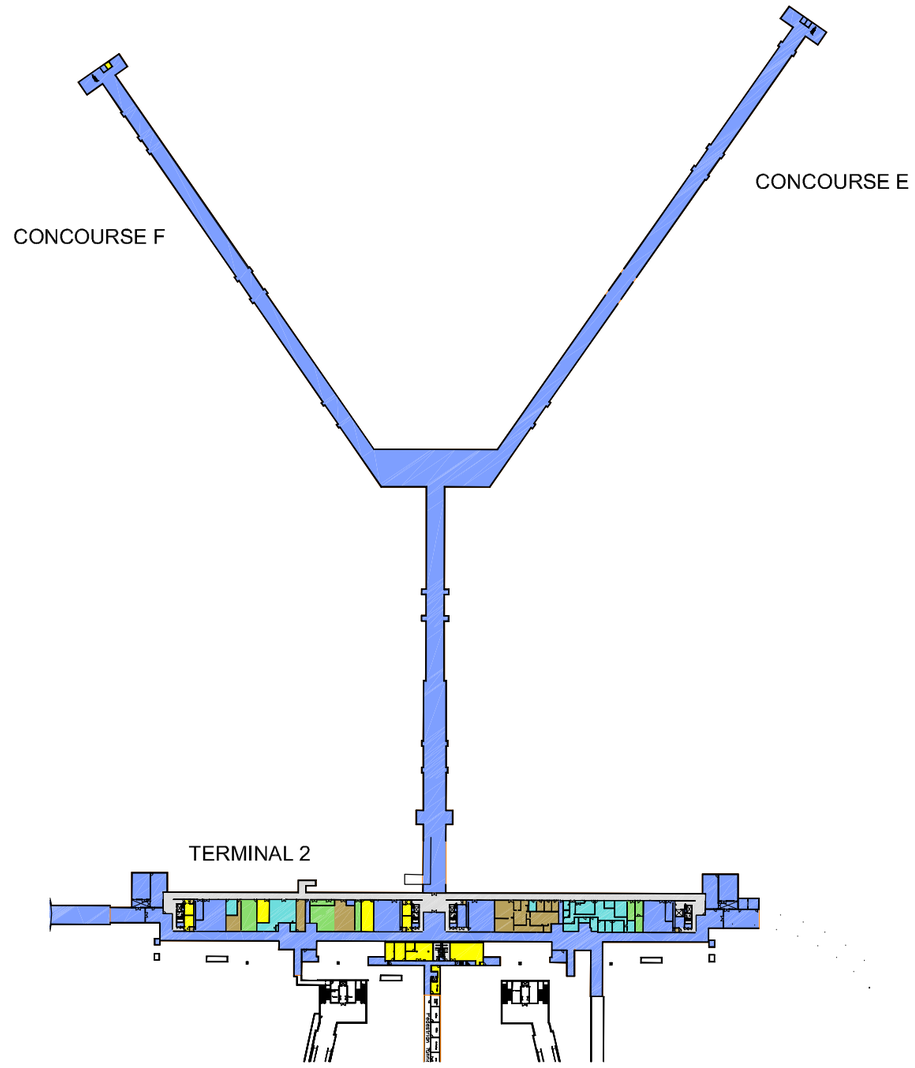
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

0 200 ft.

north

Exhibit II-32

Terminal 2, Concourses E & F
Apron Level



LEGEND

- Exclusive Use
- Department of Aviation
- Common Use
- FAA / U.S. Government
- Concession
- Vacant
- Utilities
- Trades
- Public
- Miscellaneous
- Requires Lease Designation

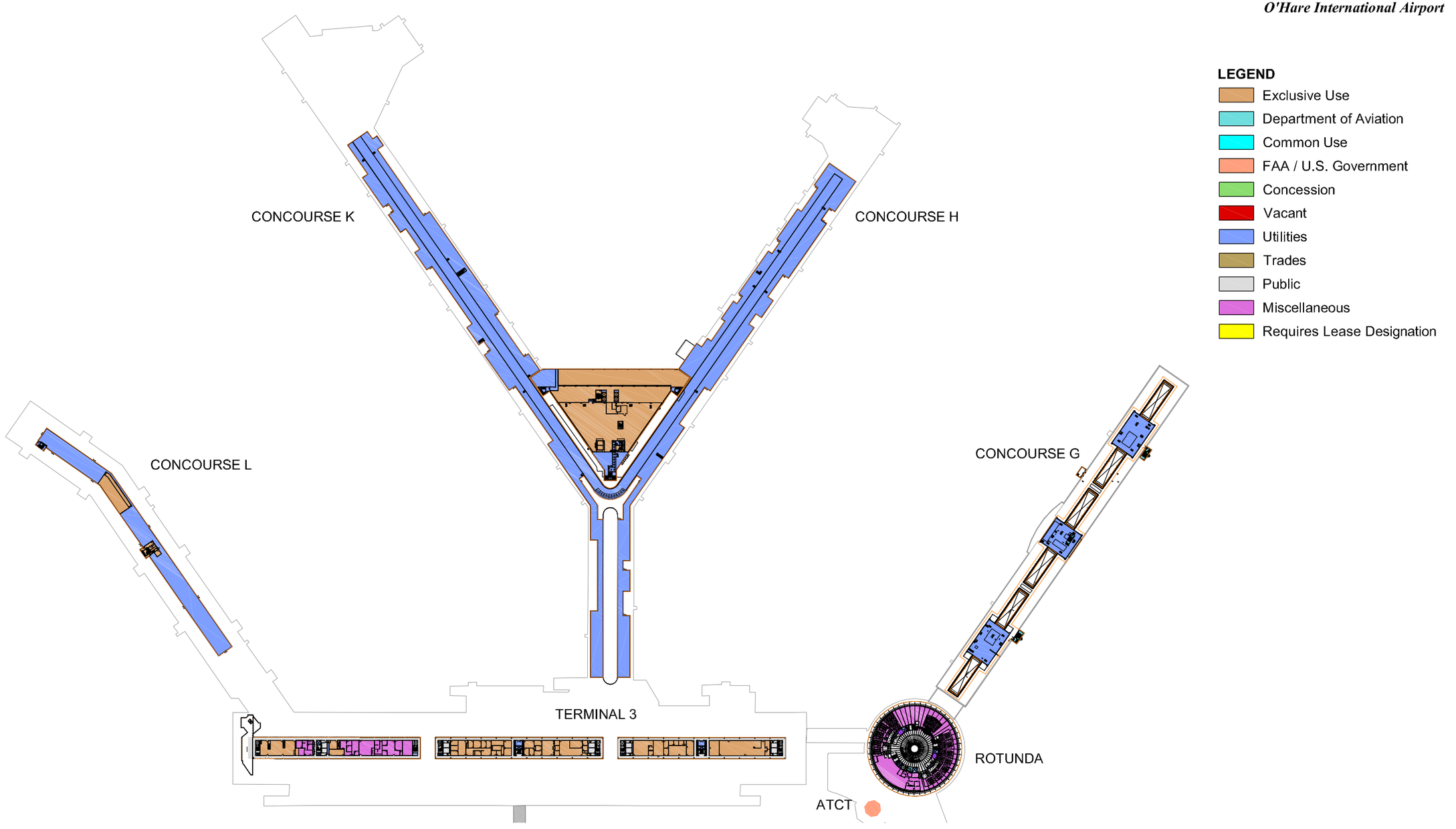
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-33

0 200 ft.

north

Terminal 2, Concourses E & F
Basement Level



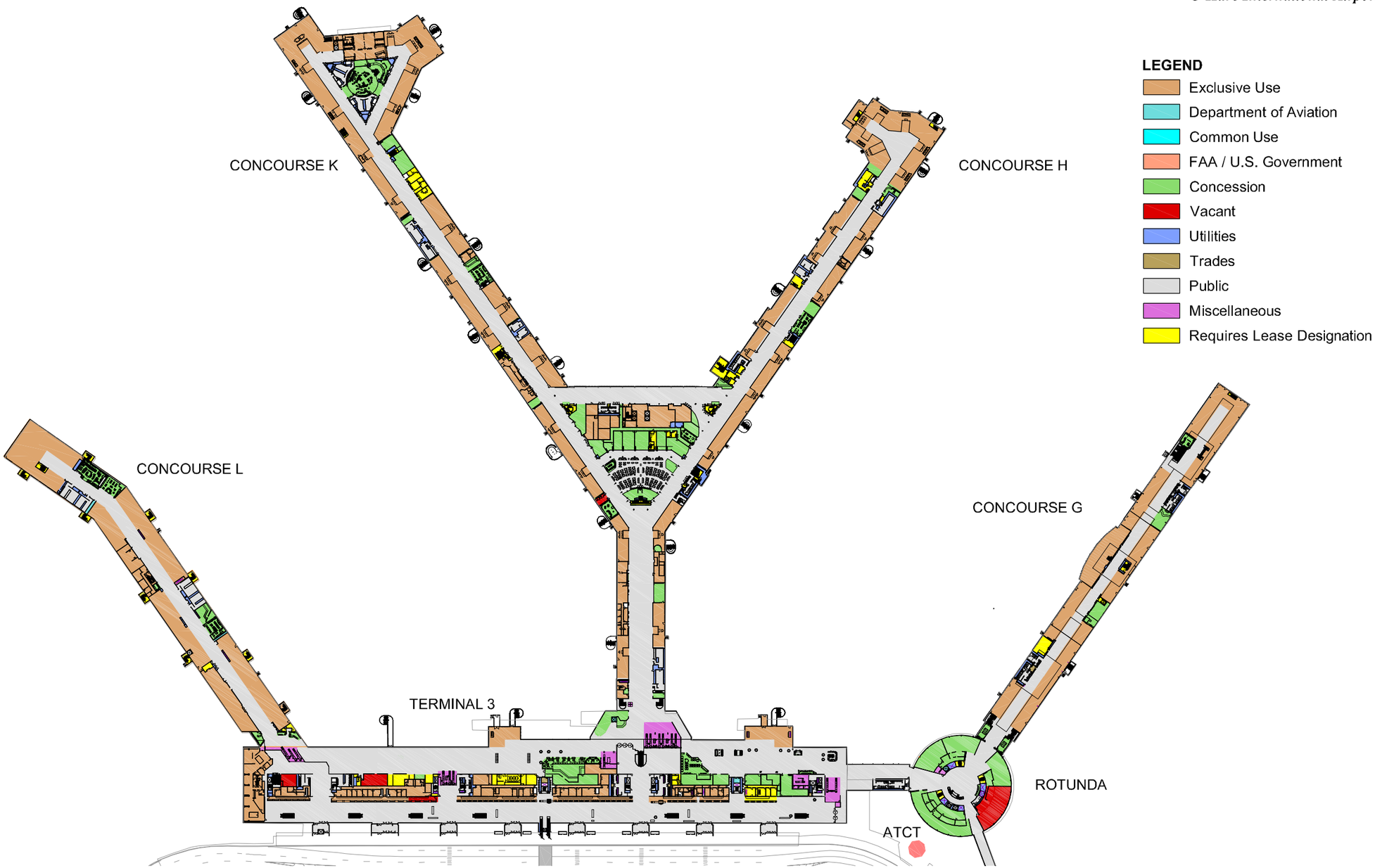
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-34

0 200 ft.

north

Terminal 3, Concourses H, K & L / Rotunda, Concourse G
Mezzanine Level



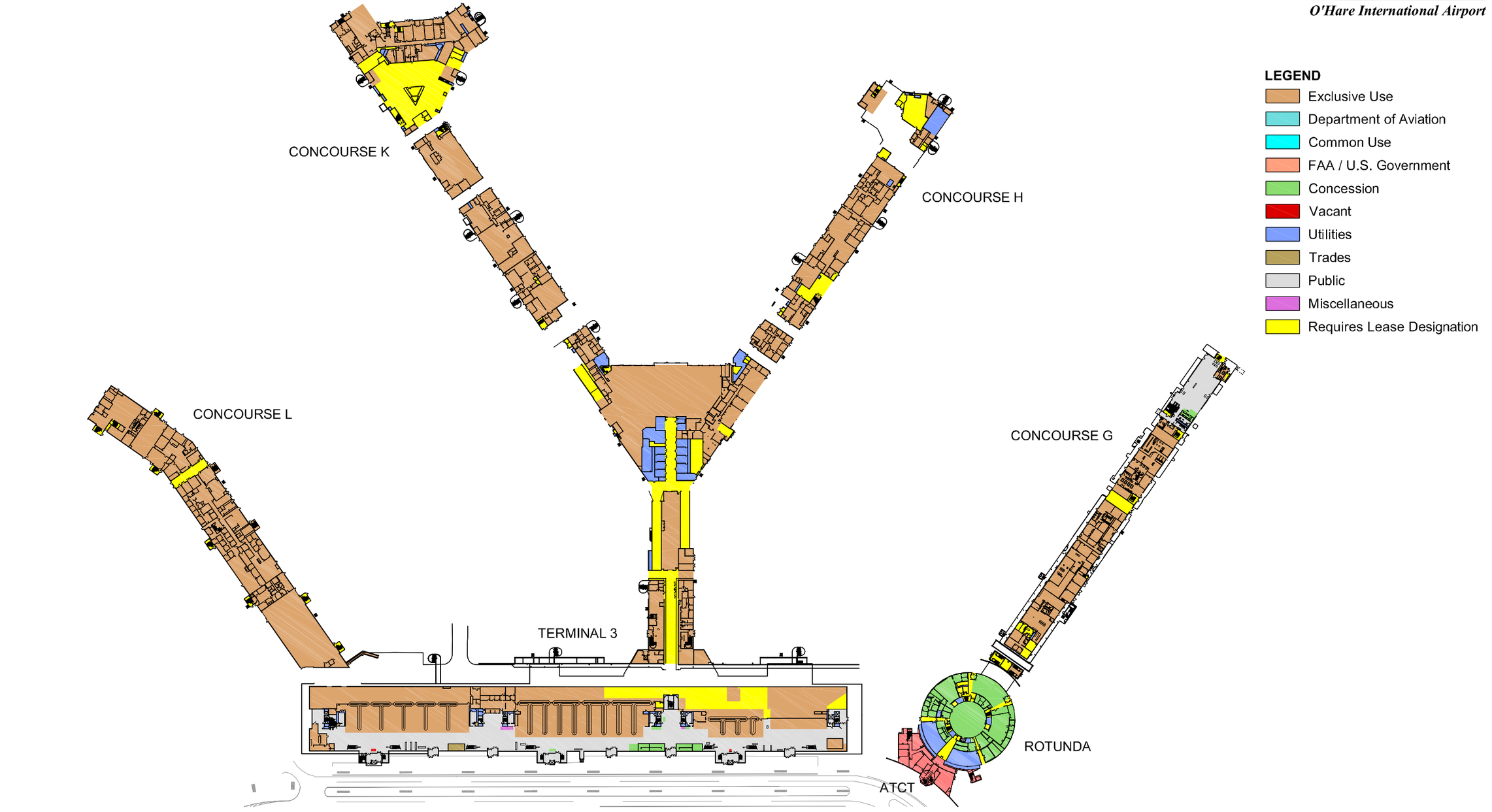
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-35

0 200 ft.

north

Terminal 3, Concourses H, K, L / Rotunda, Concourse G
Upper Level



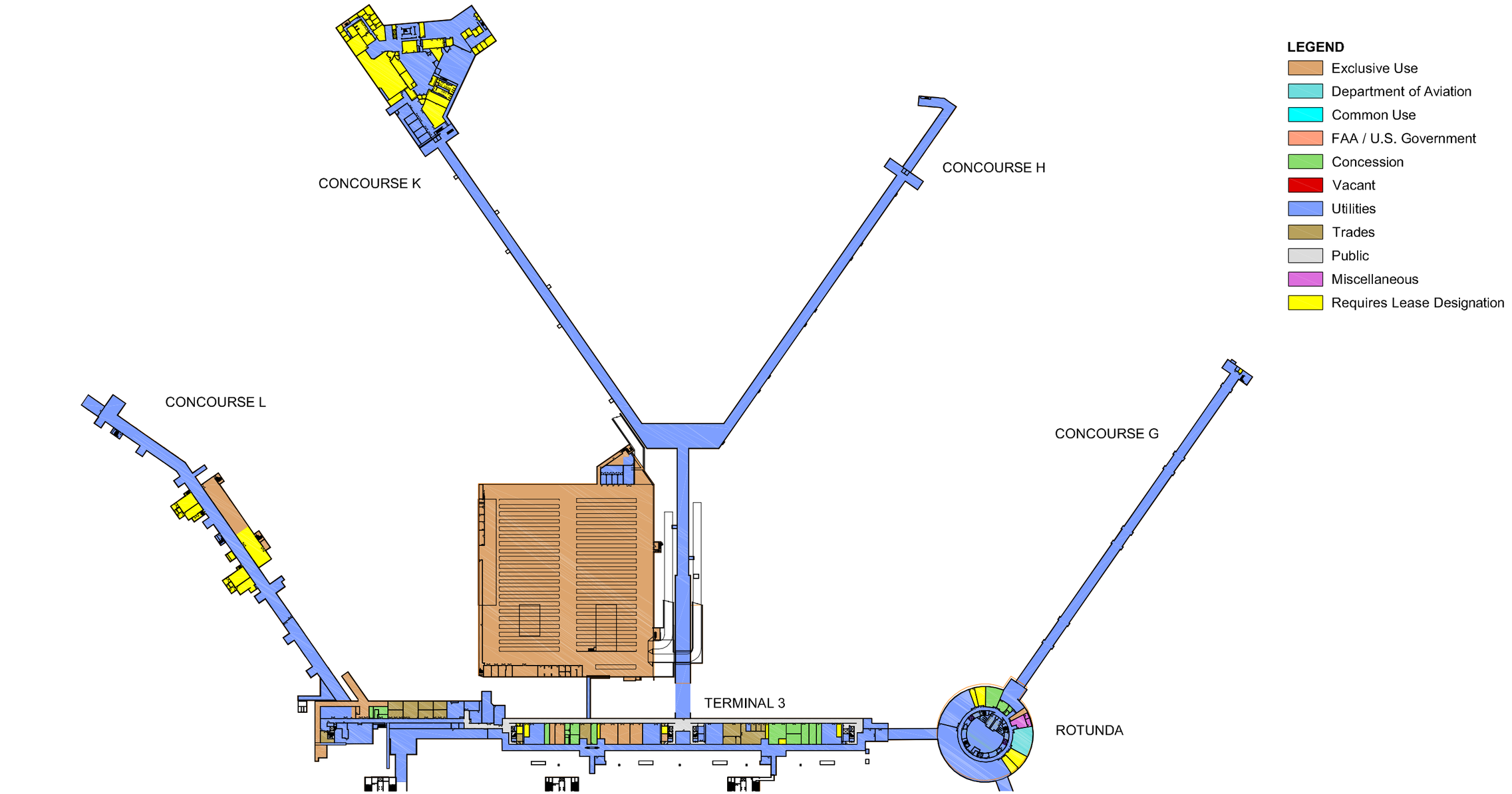
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-36

0 200 ft.

north

Terminal 3, Concourses H, K & L / Rotunda, Concourse G
Apron Level



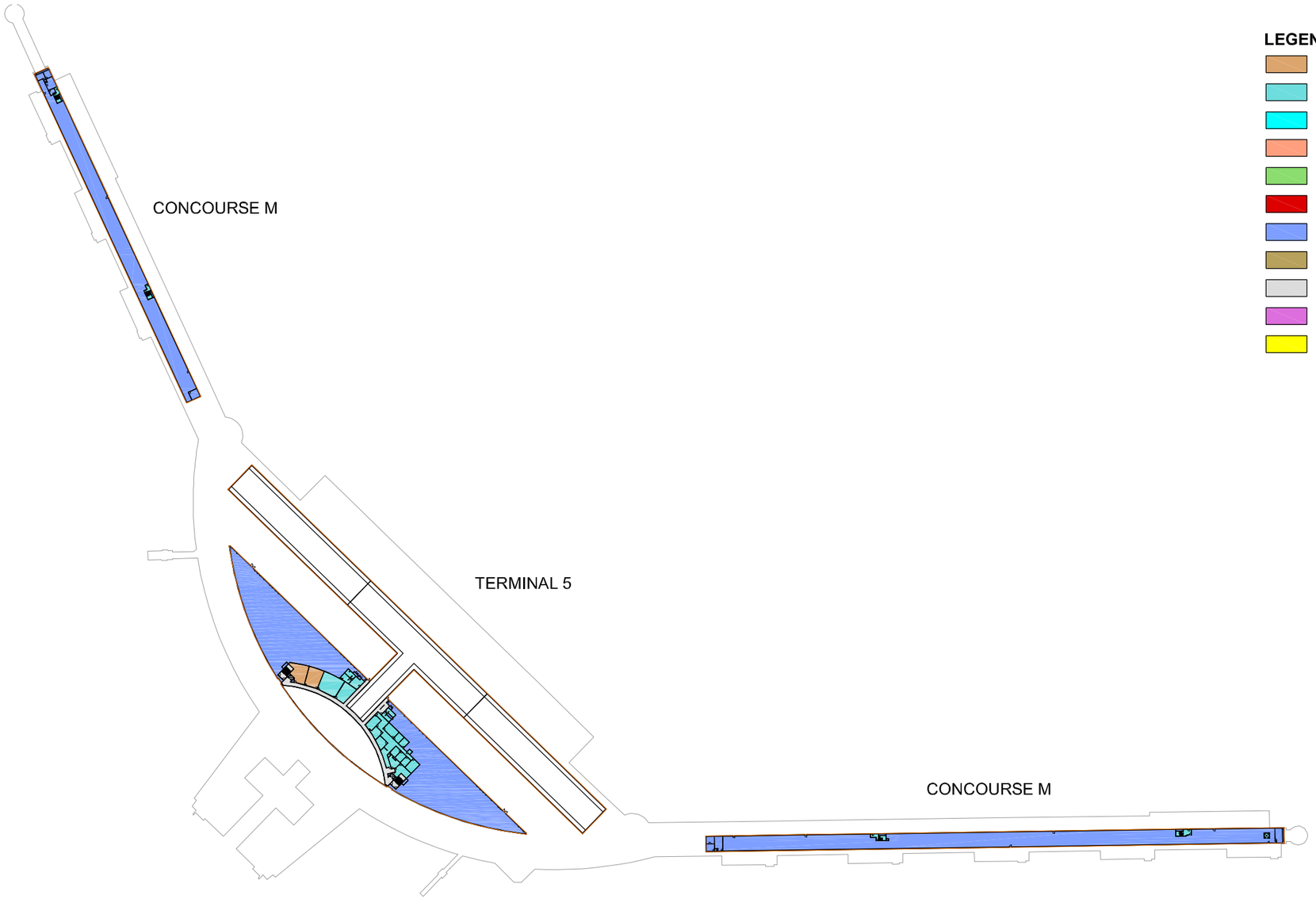
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-37

0 200 ft.

north

Terminal 3, Concourses H, K, L / Rotunda, Concourse G
Basement Level



LEGEND

- Exclusive Use
- Department of Aviation
- Common Use
- FAA / U.S. Government
- Concession
- Vacant
- Utilities
- Trades
- Public
- Miscellaneous
- Requires Lease Designation

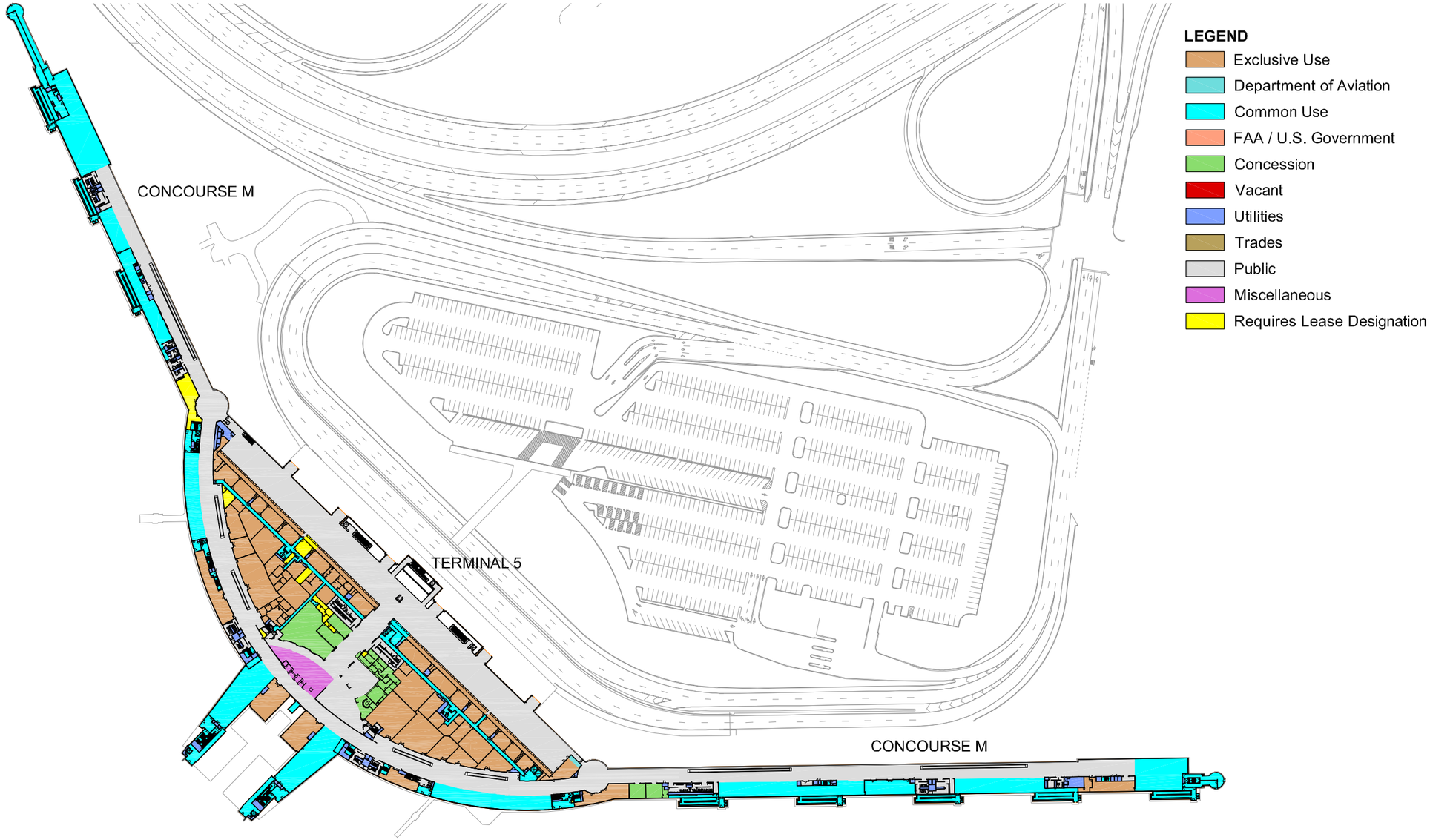
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-38

0 200 ft.

north

Terminal 5 & Concourse M
Mezzanine Level



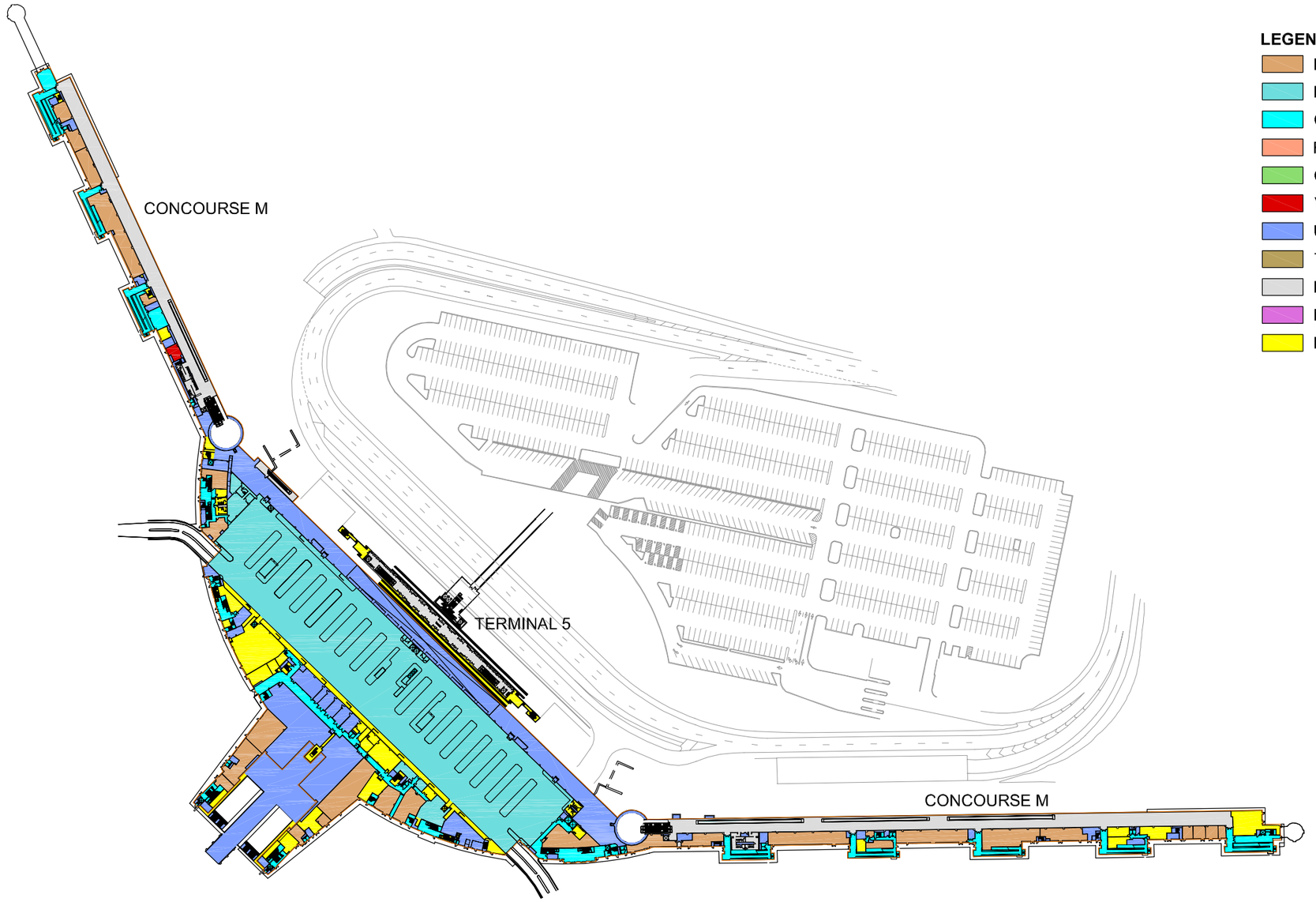
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-39

0 200 ft.

north

Terminal 5 & Concourse M
Upper Level



LEGEND

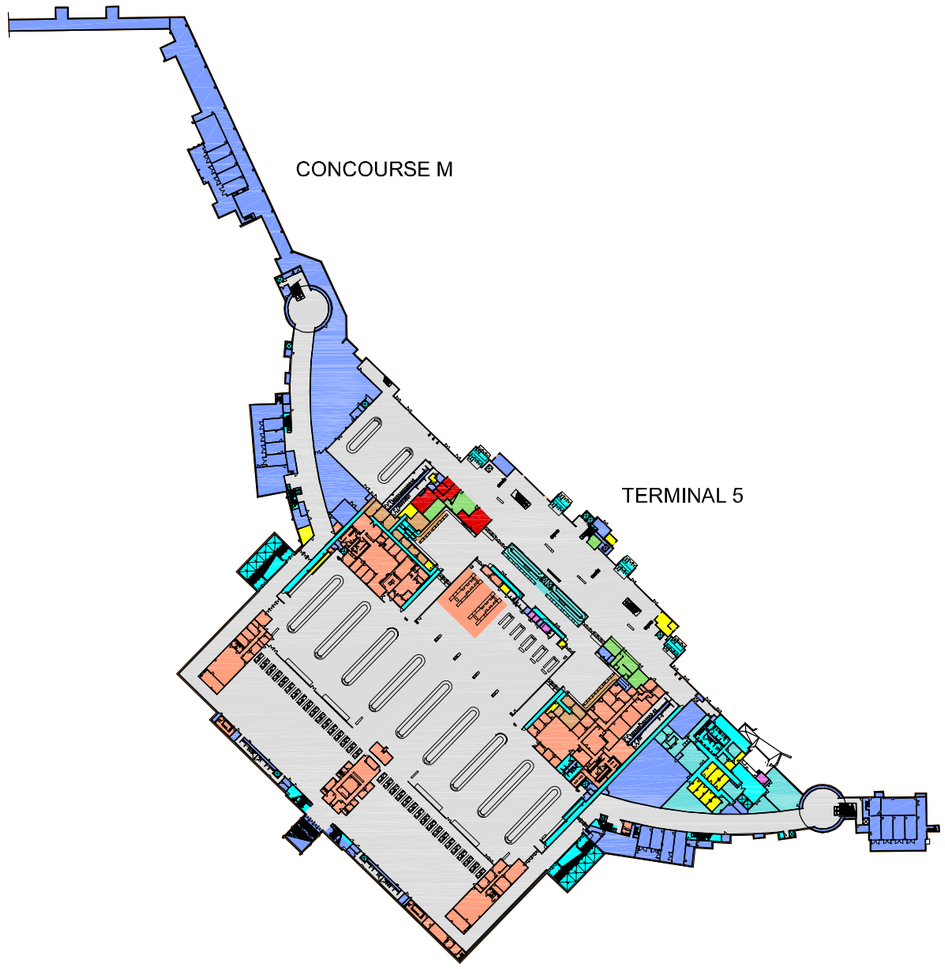
- Exclusive Use
- Department of Aviation
- Common Use
- FAA / U.S. Government
- Concession
- Vacant
- Utilities
- Trades
- Public
- Miscellaneous
- Requires Lease Designation

Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-40

0 200 ft. north

Terminal 5 & Concourse M
Apron Level



LEGEND

- Exclusive Use
- Department of Aviation
- Common Use
- FIS / U.S. Government
- Concession
- Vacant
- Utilities
- Trades
- Public
- Miscellaneous
- Requires Lease Designation

CONCOURSE M

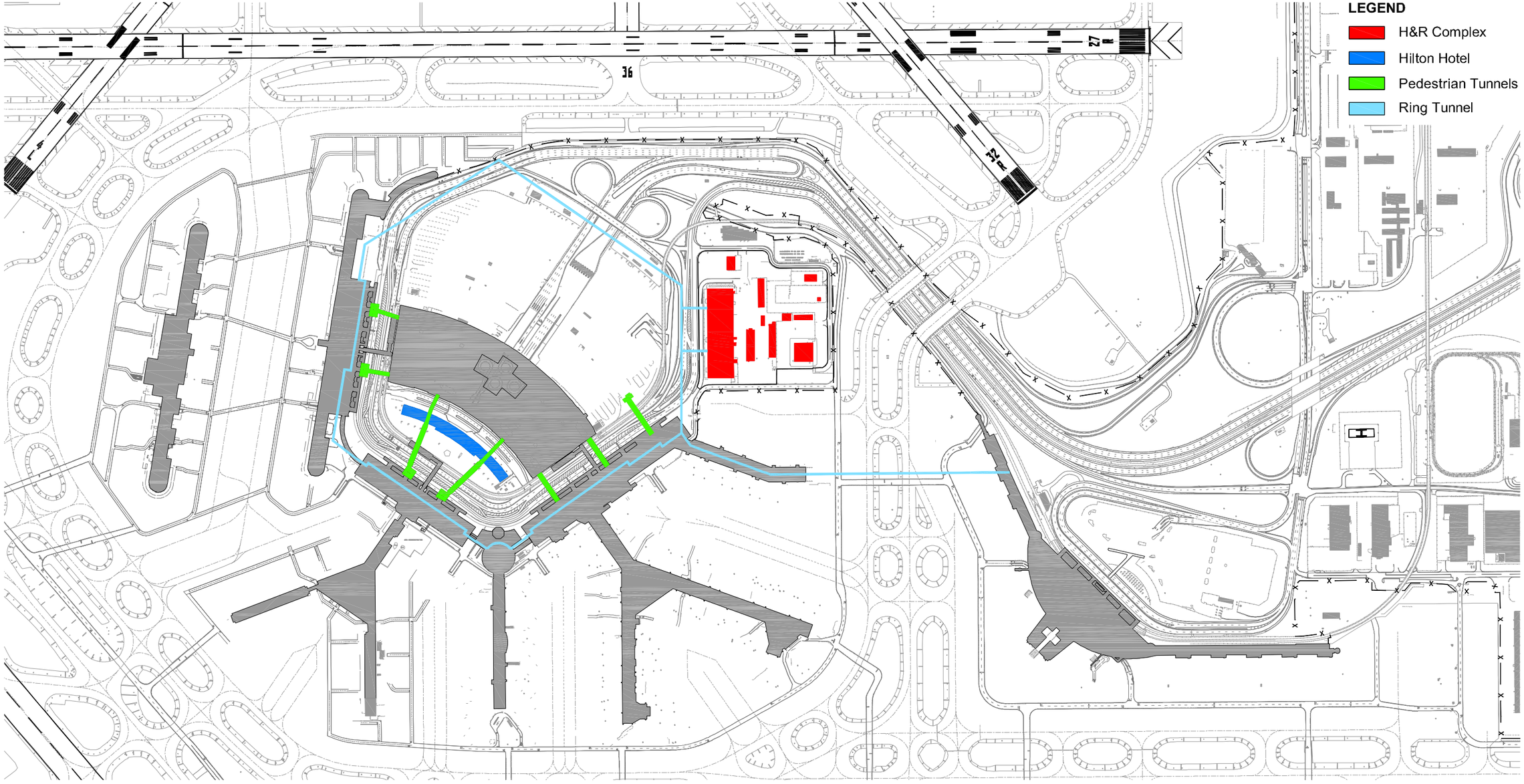
Source: City of Chicago, CADD Services
Prepared by: Ricondo & Associates, Inc.

Exhibit II-41

0 200 ft.

north

Terminal 5 & Concourse M
Basement Level



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);
Department of Aviation Airport Management and Records
Prepared by: Ricondo & Associates, Inc.

Exhibit II-42

0 600 ft. north

Terminal Support Facilities